

WEEKLY CHAMPION.

SATURDAY, DEC. 1, 1883.

This Paper is Entered at Post Office
Peach Springs, as Second Class Matter.

"The Resources of Arizona."

The CHAMPION is in receipt of the second edition of Hamilton's "Resources of Arizona," and we feel that too much credit cannot be bestowed upon its author. With the Gazette we heartily agree—its appearance was a surprise to us. The former issue met with well deserved praise at the hands of the press of Arizona and elsewhere, but the present book so far surpasses the first edition that there can be no comparison. The pamphlet contains 275 pages of clear and clean printed matter, and sixteen illustrations of Arizona towns and scenery. It is enclosed in covers handsomely ornamented with Arizona views. Although we have not been able to give more than a hasty glance through the pages, it can be seen that the subject matter is admirably arranged, commencing with the early history of the Territory, touching upon its growth and progress, giving a history of the various towns, and treating minutely, succinctly and truthfully the many resources which Arizona possesses. Mr. Hamilton's peculiar tact in this direction relieves from the work that tediousness which very naturally is to be encountered in a compilation containing so much statistical information. No citizen of Arizona can be otherwise than pleased with this new edition of the "Resources." It is impossible to estimate the benefits that will follow by its extensive circulation abroad, and the only mistake the Legislature made in its appropriation for this work was in not providing for the issue of a much larger number of copies.

A Great Cattle Country.

Arizona is rapidly developing her immense resources as a cattle country. Such wide-spreading plateaus as the San Simon valley, the Wallen plains, and the immense stretch of table lands west of the Baboquivari mountains in the southern part of the Territory, with mesas or table lands along the foothills, affording excellent grazing lands, while the higher mesa lands in the west and northwest are covered with nutritious grasses. The great plateaus in the "timber belt" north of Globe and east of Prescott, and the valleys in the northern mountains, afford a boundless range. The Arizona papers declare that more stock is being driven into the Territory than ever before. It comes from Mexico, Texas, New Mexico and California, and evidently indicates that Arizona is fast becoming one of the great stock sections.

The Orion Era man, at St. Johns, Apache county, has been exploring an extensive new-found cave in the vicinity of that town. Two large rooms are found in this cave, one at the extremity of a narrow passage sixteen hundred feet from the entrance, and another about four hundred feet from the entrance. A large quantity of ashes, charcoal, bran from some kind of seed, and pottery to the amount of over two hundred pieces, besides some five hundred arrowheads of fine workmanship, beads and shell ear-rings, were found in various portions of the cavern. One of the rooms is about twenty by thirty feet in dimensions, and at the extremity of one fork of the passage; the other room is about fourteen by twenty, and at the extremity of another fork. The cave is said to exist in the hardest kind of rock.

Lieut. B. Reynolds, Third Cavalry, who narrowly escaped death, by exposure, in the Bill Williams mountains, is now at Whipple barracks, where everything possible is being done to restore his strength and energy. But for his youth and vigor, he would not now be alive to tell of the suffering he endured for forty-eight hours in a cold and desolate mountain range.—Courier.

But if the "youth and vigor" young officer had not been imbibing too much gin, he would not have wandered into the Bill Williams mountains! The principal treatment he will require at Whipple is to sober him up. They are the kind of men who sit in court martial on a poor soldier, charged with intoxication, only the soldier goes in irons and is confined in the guard house, while the officer is conveyed to his velvet cushions, and find such men as Col. Morrow guilty.

Messrs. Young & Farlee, of Peach Springs, have taken a mail contract in California, running from Fenner to Ivanhoe, via Providence; a distance of eighty miles. They will carry passengers from Fenner to Providence and carry the mail on horseback from Providence to Ivanhoe, unless there should be a sufficient number of passengers to warrant the putting on of a buckboard. It is understood that Fount Williams, of this place, will drive the buckboard from Fenner to Providence, and Mr. Young will carry the mail from Providence to Ivanhoe. We understand the contract is taken at a fair price, so that the sub-contractors can realize a profit for their work.

Sheriff Ward, of Cochise county, has sent out a large posse of men to look after the parties who ditched and robbed the train on the Southern Pacific road at Gage station, near Deming.

HUALAPAI MOUNTAINS.

A Minute Description of the Mines and Business Generally in That Locality.
HUALAPAI MOUNTAINS, Nov. 25.
EDITOR ARIZONA CHAMPION:—Dear Sir: Agreeable to promise, I send you a letter from our neighborhood for publication in your most excellent journal.

Our mining district, although not extensively known in mining circles, can boast of some very rich and valuable mines, and more are being discovered by our energetic prospectors. Water can be obtained in every wash; wood is plentiful, and the mines generally pay from the surface down. Ours is a splendid field for prospectors.

The American Flag mine, owned by Messrs. Richards & Co., is the oldest and heretofore only noted mine in this district. This mine has about 2,000 feet of tunneling and drifting, and a 500 foot shaft. It has produced over \$50,000 worth of ore, and fully as much more is in sight. Ten tons of ore are now on the dump and assorted ready for shipment, which averages \$400 per ton. Messrs. Richards & Co. ship their ore through Mr. Chamberlain, of Kingman, of whom they speak in flattering terms, and say they are well pleased with the way he transacts their business.

Mr. Frank Hamilton, our assayer, has some fine property, which he is rapidly developing.

Mr. Sherman and party are here from Mineral Park. They have some good claims and are doing their assessment work on them.

Messrs. Gatewood and Woods have some fine galena mines, the ore running high in silver and about 45 per cent. in lead. This kind of ore has lately become valuable, being in great demand by smelters, while the cost of transportation has been reduced to \$6.40 per ton from Kingman to San Francisco.

It is understood that Mr. Lake, of Kingman, has bought an interest in Dave Park's mine. Their Overland yielded \$500 for one half-ton, it being found in a pocket near the surface. Their Antelope is a regular producer, the ore finding ready market at Kingman.

Work has again been commenced at the Dean mine, owned by Messrs. Ryan and Laselle. This mine now stands second in value to the American Flag, but its owners do not care to sell.

Messrs. Hart and Berry are very busy taking ore out of the Tenderfoot mine. They intend shipping three tons at once. Their ore assays 84 oz. in silver, and also contains lead.

Messrs. Peasley and Amer have two very fine looking prospects. They have a 30 foot tunnel on one, and they aim to sink a shaft at the end of it to a point below water-level. Mr. Amer is confident that they will strike pay ore very soon.

The Hualapai Queen, recently located by Messrs. Coleman and Tuttle, in Soap Gulch, has one of the best prospects for a good mine of any in the mountains. The character of the ore is just like that of the American Flag, and the mine promises to be equally as valuable. The first ore was sold to Mr. Chamberlain, several weeks ago, at the rate of \$157 per ton. This ore was from the surface, and the mine, now at a depth of twelve feet, has greatly improved, the vein of pay ore being regular and fully twelve inches wide. Another ton is now ready for shipment.

Mr. Tom Woods, who has a large pack train, has more than he can do, everybody being dependent on him to move their ores. He is a very accommodating gentleman, frequently bringing provisions and beef for his neighbors without any charge. He is one of the pioneers, and knows every peak and ravine in the mountains.

Mr. Gatewood supplies the miners with fresh mountain beef, grown right here on his ranch. It is not only excellent, but it is also quite a treat for the boys, after having used bacon and salt meats all summer.

Quail and squirrels are here in great abundance, but the miners seem to be too busy to go hunting, and consequently they are very tame. Squirrels frequently enter miners' cabins in their absence and steal their provisions.

All those who knew Mr. Shoulders are heartily sorry to hear of his family troubles, his wife having obtained a divorce from him in San Francisco. Mr. Shoulders was a pioneer here and the discoverer of the American Flag mine, which realized him enough to make him a wealthy man for the balance of his life, besides placing him in a prominent position in the city. Mr. S. was always known as a kind and good man, and the fault must have been on the other side.

H. W. C.

LOST BASIN DISTRICT.

\$355.50 Assay From the Maud S.—\$550 Assay From the Ida Mine.

The reports from the Lost Basin district are coming in very encouragingly. The Maud S., an extension of the Ida mine, from a 22-foot shaft, assays \$355.50 per ton, a gold-bearing rock, showing only a trace of silver.

Since our last report, there has been done forty-five feet of work on the Ida mine, which shows a two foot and ten inch vein, assays from which run \$550 per ton. It grows better as the shaft goes down. Messrs. Stevens & Co., of Peach Springs, own this

bonanza, and will push the work rapidly.

A remarkable cleaning up has been made by Patterson & Jones from their arrastra, working on the ore from the Eldorado mine, and realized \$58 in gold to the ton. This is more than was anticipated from the work of an arrastra, and proves the Eldorado to be a valuable property.

The Lost Basin district is fast coming to the front as a gold producing section.

Train Robbery.

At about 5 o'clock in the afternoon of Saturday last, the east-bound passenger train on the Southern Pacific road was thrown off the track about fifteen miles west of Deming. The wrecking of the train was the act of six men, who were masked and looked like cow-boys, and were armed with Winchester rifles. An eye-witness states that the train had hardly come to a stand-still when one of the robbers dropped on his knee and deliberately shot the engineer, T. C. Webster, of Tucson, the ball passing through his heart. The other robbers discharged their guns at the express and mail cars, one ball passing between the arm and body of the mail agent and tearing its way through his clothing. Conductor Zack Vail and Charles A. Gaskell, a Chicago publisher, were searched, and a watch and \$100 in money was taken from Vail and from Gaskell \$155. The two gentlemen were then ordered to go into the express car, and the robbers followed them. Three quarters of an hour was spent in opening Wells, Fargo & Co.'s money packages and in endeavoring to break open the bullion box. The gang seemed to be pretty well satisfied with the amount they obtained, and went into the U. S. postal car. There they only opened a few letters, and said they didn't care for those things.

Turning to the mail agent, they asked if he had any money, and were told he had but \$7 in a drawer, but it was all he had, and he would like to keep it. They allowed him to do so. The horses of the gang had been left in charge of one of the men, some distance off among the sage brush, there being but five in the party that did the work at the train. After dark the men retreated to their horses and rode off, their trail showing that they had gone in a northerly direction. Before starting, they had ordered the conductor to go into the cars and not allow anybody to come out for at least ten minutes, an order that all seemed willing to obey.

The body of the dead engineer was found lying on its back between the rails and immediately in front of the engine. The fireman was shot at twice, but escaped by creeping on his hands and knees into the sage brush, where he lay perfectly quiet until the robbers had disappeared. The train consisted of five cars—one baggage, one express and three passenger cars—all of which were off the track with the exception of the last passenger car.

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